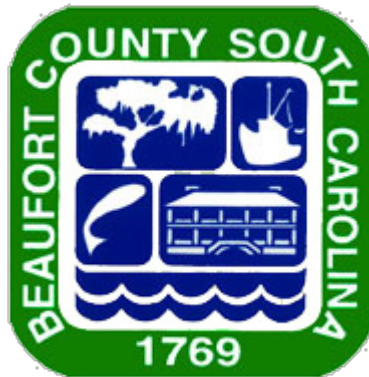


Beaufort County Highway Volumes Summary



June 20, 2016

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INTRODUCTION

This report examines the traffic volume changes on major roads and highways in Beaufort County. The changes occurring on highways in Northern Beaufort County and Southern Beaufort County are observed from years 2010 to 2015. The data used in this report was compiled by South Carolina Department of Transportation and Beaufort County Traffic Engineering. The Average Annual Daily Traffic Counts are used to measure the historic changes over time. The Average Annual Daily Traffic Count (AADT) is the total vehicle traffic volume for a certain road divided by 365 days. This essentially measures how many vehicles travel on a road in an average day.

The roads examined for Northern Beaufort County are Boundary Street, Carteret Street, Parris Island Gateway, Ribaut Road, Robert Smalls Parkway, Sam's Point Road/Lady's Island Drive, Savannah Highway, Sea Island Parkway, and Trask Parkway.

The roads examined for Southern Beaufort County are US 278, Bluffton Parkway, Buckwalter Parkway, SC 170, and SC 46. There is also a segment comparison of US 278 and Bluffton Parkway within this section.

NORTHERN BEAUFORT COUNTY

BOUNDARY STREET

The table below shows the AADT counts for Boundary Street. As of 2015, the segment of Boundary Street with the highest traffic volume is Robert Smalls Parkway to Ribaut Road. The segment with the least traffic volume is Rodgers Street to Pigeon Point Road.

Table 1: Boundary Street Historical Count 2010-2015

Boundary Street Historical Count 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Parris Island Gateway to Robert Smalls Pkwy	23,000	23,000	20,500	20,900	21,000	21,200
Robert Smalls Pkwy to Ribaut Road	37,800	37,800	34,300	34,900	27,200	32,400
Ribaut Rd to Rodgers St	19,500	19,900	18,000	18,300	18,100	20,100
Rodgers St to Pigeon Point Rd	13,100	14,400	12,200	12,400	12,000	12,900

Source: South Carolina Department of Transportation

Table 2 is a comparison of traffic volumes for Boundary Street between 2010 and 2015. The percent change indicates if and how much traffic volume growth has occurred. The Robert Smalls Parkway to Ribaut Road segment has dropped 14 percent since 2010 but has increased 19 percent from a low of 27,200 in 2014. One potential variable in explanation of the volume decrease would be the change in route for US 21 from Boundary Street to Parris Island Gateway in 2012 and improvements to Savannah Highway and Lady's Island Drive.

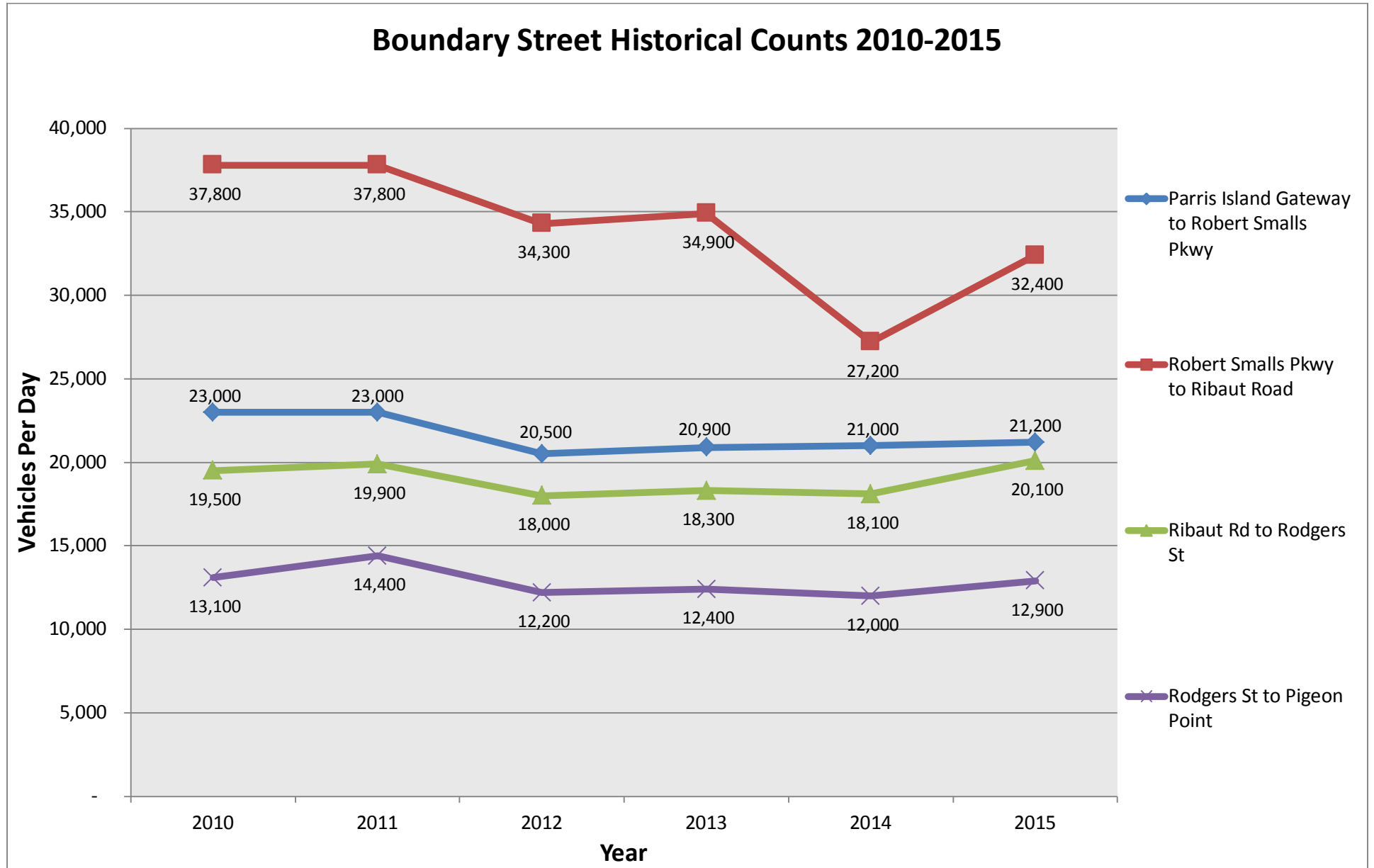
Table 2: Boundary Street Volumes Comparison 2010 & 2015

Boundary Street Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Parris Island Gateway to Robert Smalls Pkwy	23,000	21,200	-8%
Robert Smalls Pkwy to Ribaut Road	37,800	32,400	-14%
Ribaut Rd to Rodgers St	19,500	20,100	3%
Rodgers St to Pigeon Point Rd	13,100	12,900	-2%

Source: South Carolina Department of Transportation

Figure 1 represents the historical count data of Boundary Street from 2010 to 2015. As indicated in Table 2, the Robert Smalls Parkway to Ribaut Road segment has experienced the most volume fluctuation since 2010. The other segments have not had the same significant volume fluctuation and tend to have consistent traffic volumes over time.

Figure 1: Boundary Street Historical Count 2010-2015



Source: South Carolina Department of Transportation

CARTERET STREET

Table 3 displays the historical counts for Carteret Street since 2010. All three segments have similar traffic volumes.

Table 3: Carteret Street Historical Count 2010-2015

Carteret Street Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Pigeon Point Rd to Washington St	13,000	13,000	11,900	12,100	12,100	13,000
Washington St to North St	13,100	12,100	12,000	12,200	12,100	13,300
North St to Bay St	14,800	14,300	13,200	13,400	12,200	13,600

Source: South Carolina Department of Transportation

The table below compares the traffic volumes of the Carteret Street segments from 2010 to 2015. The North Street to Bay Street segment's volume dropped 8% since 2010. However, over the five-year span the Pigeon Point Road to Washington Street segment did not change.

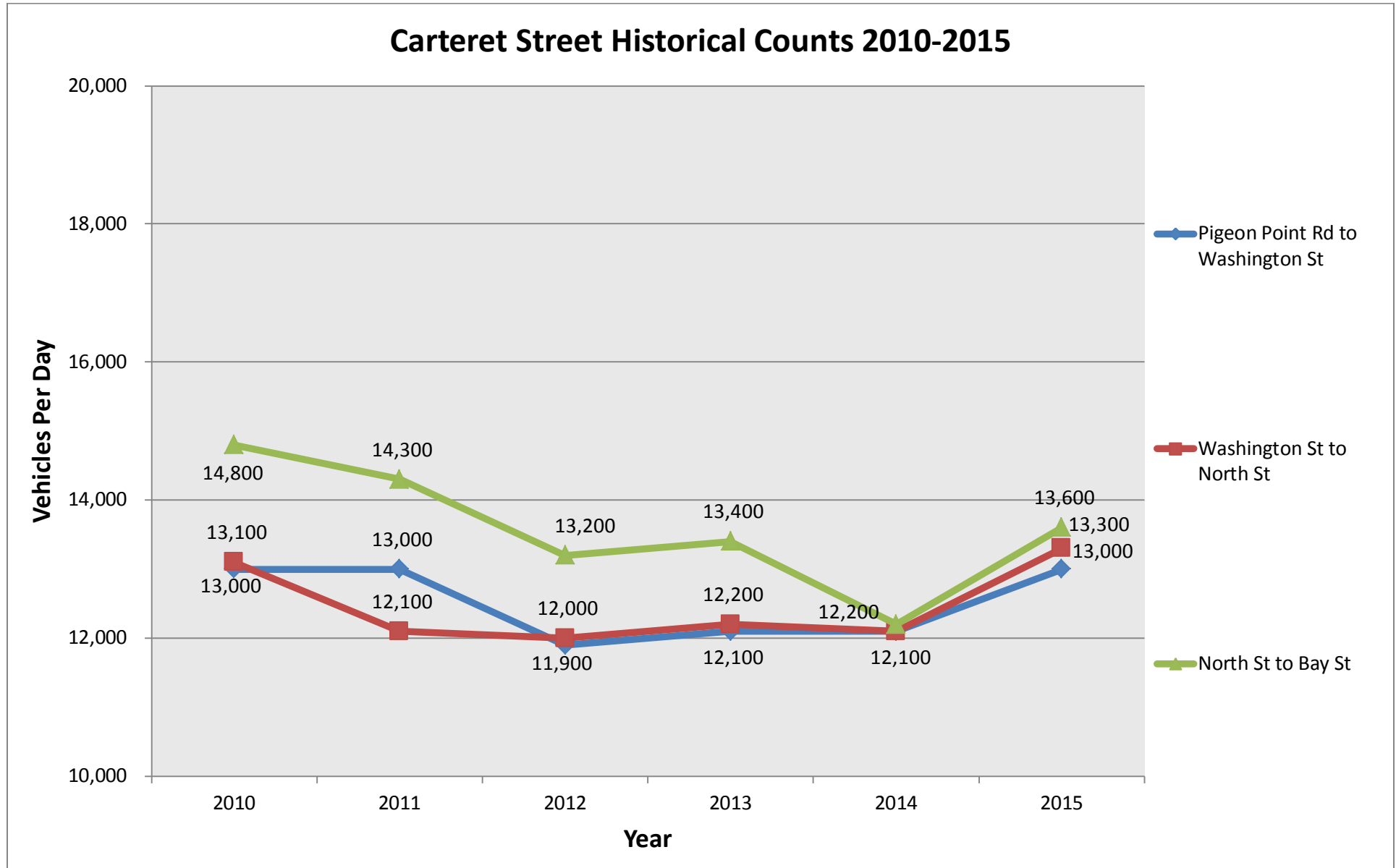
Table 4: Carteret Street Volumes Comparison 2010 & 2015

Carteret Street Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Pigeon Point Rd to Washington St	13,000	13,000	0%
Washington St to North St	13,100	13,300	2%
North St to Bay St	14,800	13,600	-8%

Source: South Carolina Department of Transportation

Figure 2 illustrates the traffic volume activity of Carteret Street since 2010. From 2010 until 2014, there was a decrease in traffic volume for all segments of Carteret Street but has since recovered in 2015. The North Street to Bay Street segment has had the greatest variation in volumes over the previous five years.

Figure 2: Carteret Street Historical Counts 2010-2015



Source: South Carolina Department of Transportation

PARRIS ISLAND GATEWAY

The table below depicts the Parris Island Gateway historical counts for the past five years. As of 2015, the Parris Island to Lenora Drive segment has the highest Average Annual Daily Traffic Count and the Trask Parkway to Robert Smalls Parkway segment has the lowest. Similar to other roads in Beaufort County, Parris Island Gateway is recovering from lower traffic volumes in 2014.

Table 5: Parris Island Gateway Historical Count 2010-2015

Parris Island Gateway Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Trask Pkwy to Robert Smalls Pkwy	14,300	14,300	12,400	12,700	11,000	14,900
Robert Smalls Pkwy to Grober Hill Rd	18,600	18,600	17,800	18,200	16,500	17,800
Grober Hill Rd to Savannah Hwy	17,700	17,700	17,400	17,800	16,100	17,000
Parris Island to Lenora Dr	25,000	23,700	26,200	26,800	26,400	24,800

Source: South Carolina Department of Transportation

Table 6 compares the 2010 and 2015 traffic volumes of Parris Island Gateway. Overall, there has not been a significant change in volume for any of the segments. Both the Robert Smalls Parkway to Grober Hill Road and Grober Hill Road to Savannah Highway segments have had a small decrease in traffic volume since 2010. The Trask Parkway to Robert Smalls Parkway segment has increased slightly in traffic volume over the five-year time period. Overall, the volumes are down slightly from 2010 but are up significantly since 2014.

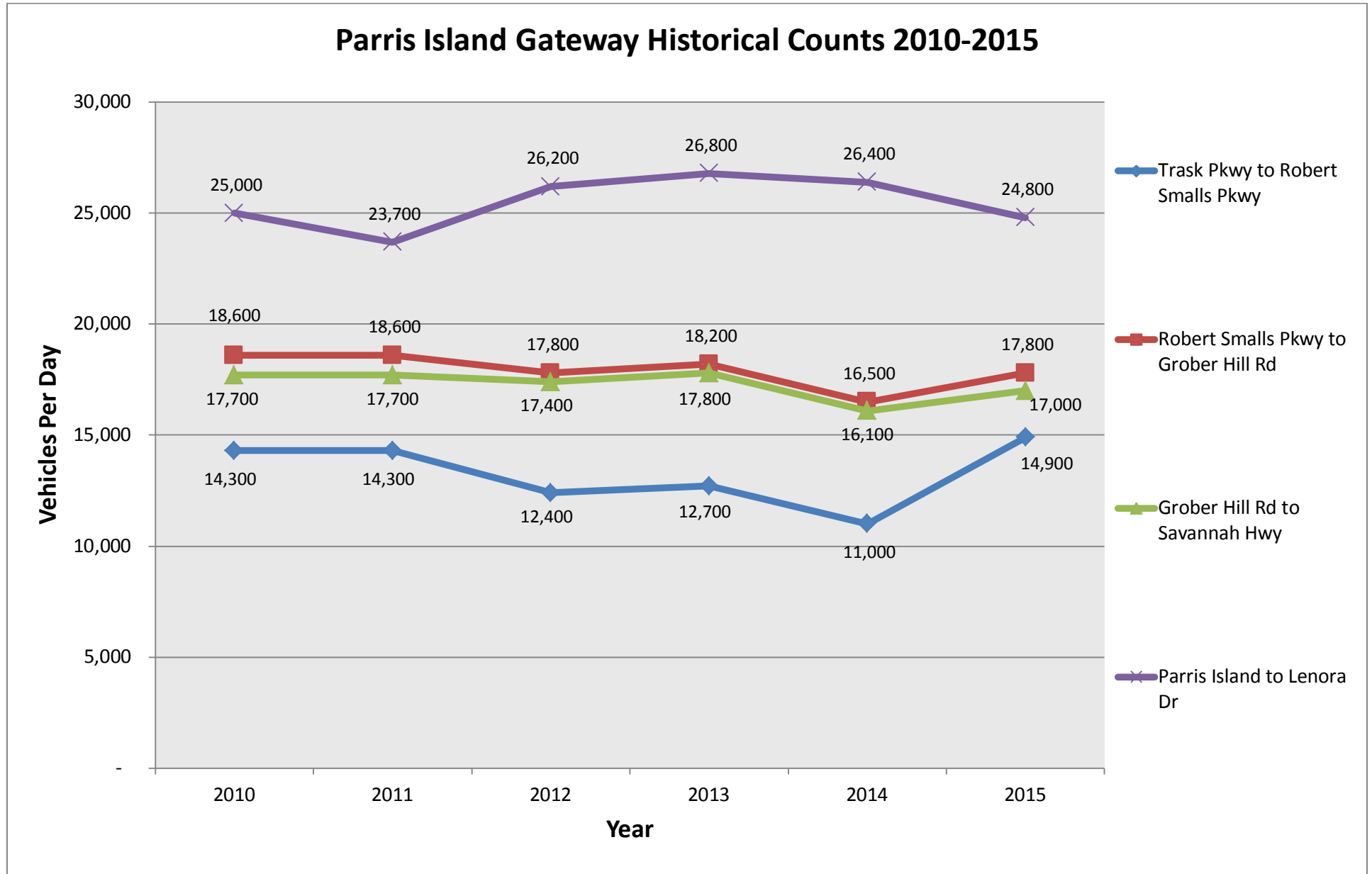
Table 6: Parris Island Gateway Volumes Comparison 2010 & 2015

Parris Island Gateway Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Trask Pkwy to Robert Smalls Pkwy	14,300	14,900	4%
Robert Smalls Pkwy to Grober Hill Rd	18,600	17,800	-4%
Grober Hill Rd to Savannah Hwy	17,700	17,000	-4%
Parris Island to Lenora Dr	25,000	24,800	-1%

Source: South Carolina Department of Transportation

The graph below shows the Parris Island Gateway historical counts from 2010 to 2015. The Trask Parkway to Robert Smalls Parkway segment has the lowest traffic volume. Robert Smalls Parkway to Grober Hill Road and Grober Hill Road to Savannah Highway have each had consistent traffic volume over the years.

Figure 3: Parris Island Gateway Historical Counts 2010-2015



Source: South Carolina Department of Transportation

RIBAUT ROAD

Table 7 reflects the AADT counts from 2010 to 2015 for Ribaut Road. In 2015, the segment with the highest traffic volume was Lady's Island Drive to Paris Avenue. The segment with the lowest traffic volume in 2015 was Duke Street to Allison Road. In general, traffic volumes dipped in 2014, but have increased in 2015 over 2013 levels.

Table 7: Ribaut Road Historical Counts 2010-2015

Ribaut Road Historical Counts 2010-2015						
Locations	2010	2011	2012	2013	2014	2015
Boundary St to Duke St	16,700	15,200	15,200	15,500	14,100	17,200
Duke St to Allison Rd	14,700	13,600	13,600	13,900	12,500	14,900
Allison Rd to Mossy Oaks Rd	17,500	17,200	17,800	18,100	16,400	20,200
Mossy Oaks Rd to Lady's Island Dr	20,300	19,600	20,700	21,100	19,100	23,200
Lady's Island Dr to Paris Ave	24,000	21,500	23,500	23,900	23,700	24,400

Source: South Carolina Department of Transportation

Table 8 compares the traffic volumes of Ribaut Road in 2010 and 2015. Both Allison Road to Mossy Oaks Road and Mossy Oaks Road to Lady's Island Drive segments have had a significant increase in traffic volume over the five year time period. The Mossy Oaks Road to Lady's Island Drive segment's volume increased by 14 percent and the Allison Road to Mossy Oaks Road segment increased by 15 percent. The other three segments have also increased in traffic volume, but at a lower rate.

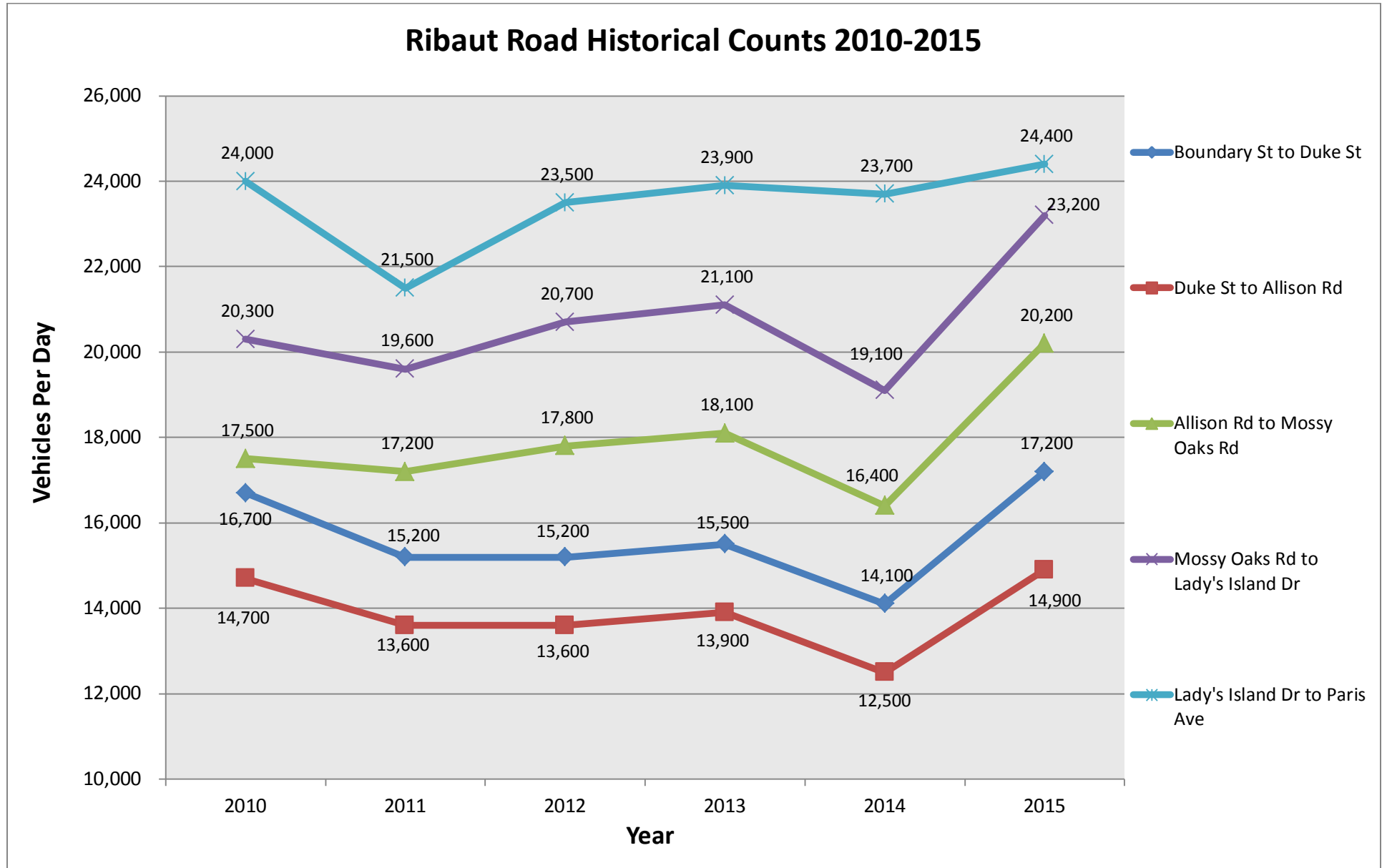
Table 8: Ribaut Road Volumes Comparison 2010 & 2015

Ribaut Road Volumes Comparison 2010 & 2015			
Locations	2010	2015	Percent Change
Boundary St to Duke St	16,700	17,200	3%
Duke St to Allison Rd	14,700	14,900	1%
Allison Rd to Mossy Oaks Rd	17,500	20,200	15%
Mossy Oaks Rd to Lady's Island Dr	20,300	23,200	14%
Lady's Island Dr to Paris Ave	24,000	24,400	2%

Source: South Carolina Department of Transportation

Figure 4 shows the historical counts of the segments of Ribaut Road since 2010. Most of the segments have moved similarly over the five-year time period. The exception to this pattern is the Lady's Island Drive to Paris Avenue segment, which follows the same movement as the other segments but steadily increases over time since 2011. Like other roads in Beaufort County, Ribaut Road is currently recovering from a traffic volume loss in 2014.

Figure 4: Ribaut Road Historical Count 2010-2015



Source: South Carolina Department of Transportation

ROBERT SMALLS PARKWAY

The table below displays the historical traffic volume counts for Robert Smalls Parkway over a five-year time span. Both segments have increased in traffic volume since 2010. The Parris Island Gateway to Boundary Street segment, as of 2015, has the highest traffic volume.

Table 9: Robert Smalls Parkway Historical Counts 2010-2015

Robert Smalls Parkway Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Savannah Hwy to Parris Island Gateway	12,500	11,800	11,500	11,800	10,400	14,300
Parris Island Gateway to Boundary St	17,400	17,600	15,800	16,100	15,600	21,900

Source: South Carolina Department of Transportation

The volume comparison table indicates that Robert Smalls Parkway overall has experienced significant growth since 2010. The Parris Island Gateway to Boundary Street segment increased 26 percent and the Savannah Highway to Parris Island Gateway segment has increased 14 percent.

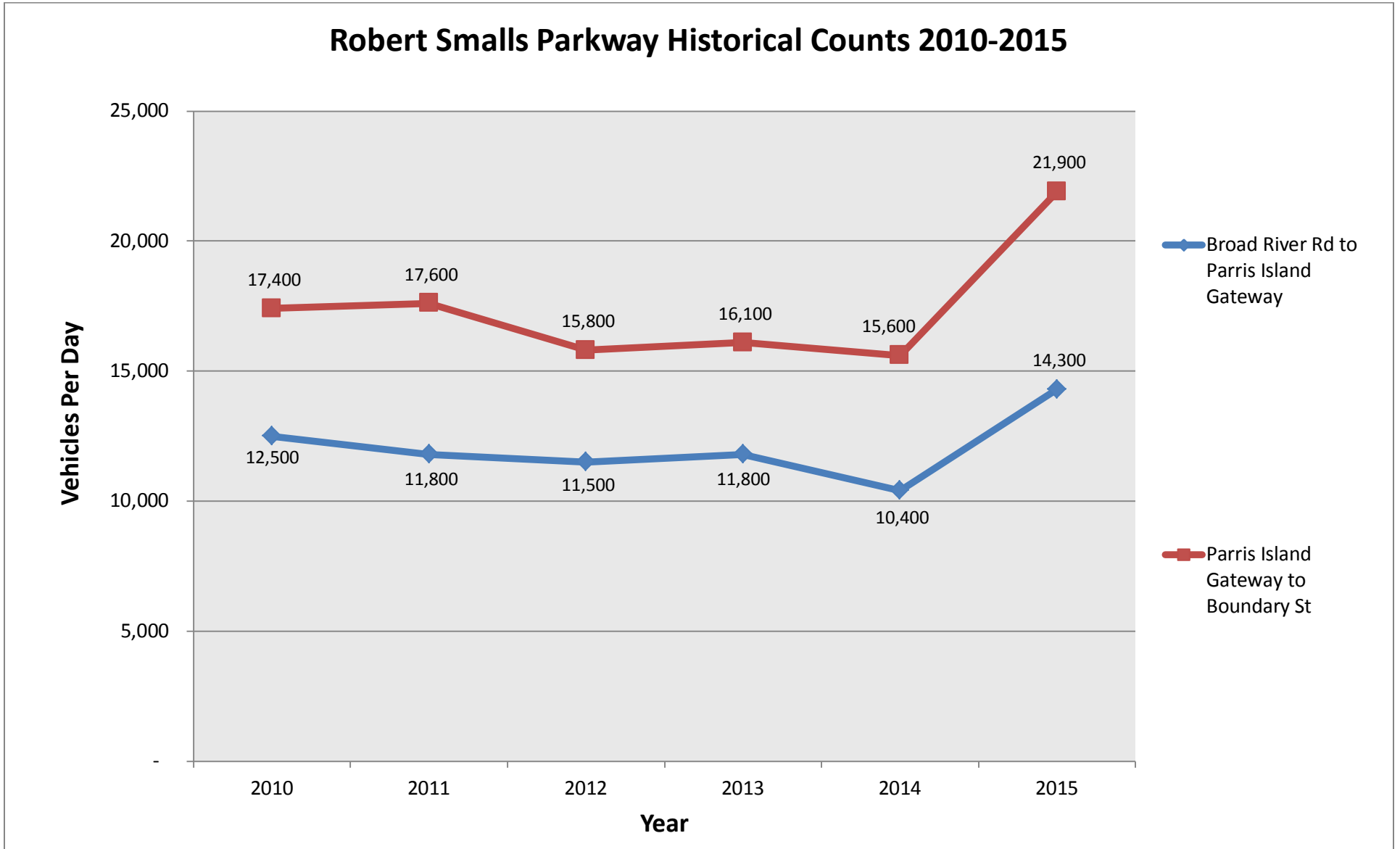
Table 10: Robert Smalls Parkway Volumes Comparison 2010 & 2015

Robert Smalls Parkway Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Savannah Hwy to Parris Island Gateway	12,500	14,300	14%
Parris Island Gateway to Boundary St	17,400	21,900	26%

Source: South Carolina Department of Transportation

Figure 5 displays the historical counts of Robert Smalls Parkway from 2010 to 2015. From 2010 to 2014, both segments did not experience a significant change in volume. In 2015, however, the traffic volumes for both segments increased rapidly in the one-year time span. The drop in traffic volume in 2014 that has affected most other roads in the county does not appear to have significantly impacted Robert Smalls Parkway. While there is a slight decrease in traffic volume in 2014, the change is not as dramatic as it was for other roads.

Figure 5: Robert Smalls Parkway Historical Counts 2010-2015



Source: South Carolina Department of Transportation

SAM'S POINT ROAD/LADY'S ISLAND DRIVE

The AADT counts for Sam's Point Road and Lady's Island Drive for 2010 to 2015 is displayed below in Table 11. As of 2015, the segment with the highest AADT is Ribaut Road to Meridian Road. The segment with the lowest traffic volume is Holly Hall Road to Springfield Road. The Holly Hall Road to Springfield Road segment has significantly less traffic volume than the other four segments likely because the road does not continue much further past that segment and is typically used by residents of the area.

Table 11: Sam's Point Road/Lady's Island Drive Historical Counts 2010-2015

Sam's Point Road/Lady's Island Drive Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Ribaut Rd to Meridian Rd	18,200	18,000	16,400	16,700	16,300	22,800
Meridian Rd to Sea Island Pkwy	20,000	20,000	18,300	18,600	18,400	20,600
Sea Island Pkwy to Miller Dr	16,700	16,800	15,700	16,000	15,600	20,000
Miller Dr to Holly Hall Rd	14,300	14,300	14,400	14,700	14,400	20,200
Holly Hall Rd to Springfield Rd	3,300	3,300	3,300	3,400	2,800	4,500

Source: South Carolina Department of Transportation

The volume comparison table below compares the 2010 and 2015 traffic volumes of the segments of Sam's Point Road and Lady's Island Parkway. Overall, there has been significant growth along this corridor with most of the segments increasing by more than 20 percent since 2010. The only segment that has not increased as dramatically in volume has been the Meridian Road to Sea Island Parkway portion.

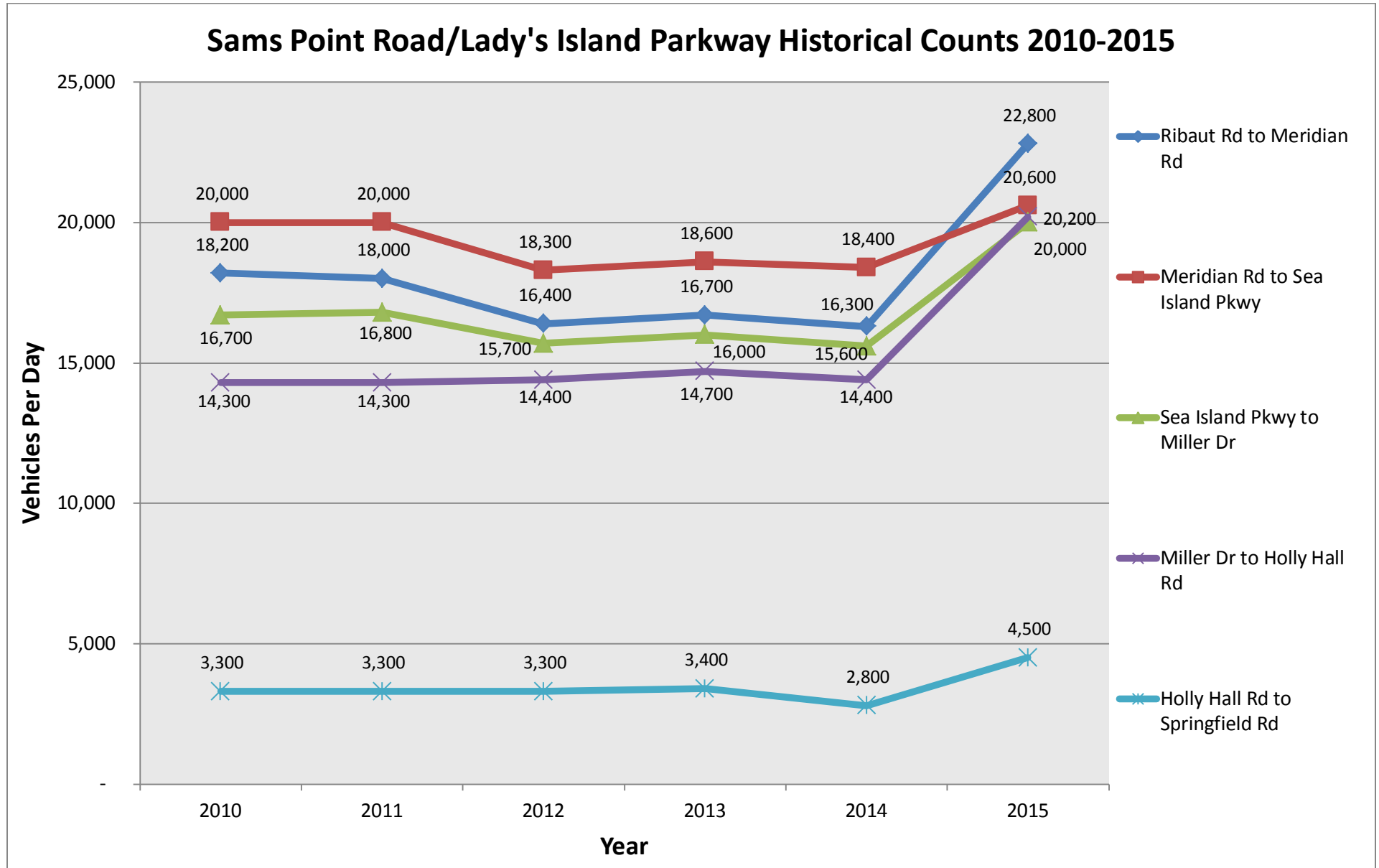
Table 12: Sam's Point Road/Lady's Island Drive Volumes Comparison 2010 & 2015

Sam's Point Road/Lady's Island Drive Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Ribaut Rd to Meridian Rd	18,200	22,800	25%
Meridian Rd to Sea Island Pkwy	20,000	20,600	3%
Sea Island Pkwy to Miller Dr	16,700	20,000	20%
Miller Dr to Holly Hall Rd	14,300	20,200	41%
Holly Hall Rd to Springfield Rd	3,300	4,500	36%

Source: South Carolina Department of Transportation

The graph below shows the traffic volumes for each segment since 2010. All segments except for Holly Hall Road to Springfield Road have experienced change in volume similarly over the five-year time span. Similar to other corridors, there has been an increase in traffic volume for each segment from 2014 to 2015.

Figure 6: Sam's Point Road/Lady's Island Drive Historical Counts 2010-2015



Source: South Carolina Department of Transportation

SAVANNAH HIGHWAY

Table 13 shows the AADT count for Savannah Highway from 2010 to 2015. There is only one count station located on Savannah Highway and it monitors traffic volume between Robert Smalls Parkway and Parris Island Gateway. As of 2015, this segment has a traffic volume of about 13,100 vehicles per day.

Table 13: Savannah Highway Historical Comparison 2010-2015

Savannah Highway Historical Count 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Robert Smalls Pkwy to Parris Island Gateway	11,500	11,800	12,100	12,300	12,200	13,100

Source: South Carolina Department of Transportation

The table below compares the traffic volume of Savannah Highway from 2010 to 2015. The highway has experienced significant growth since 2010. There is 14 percent more traffic volume in 2015 than there was in 2010.

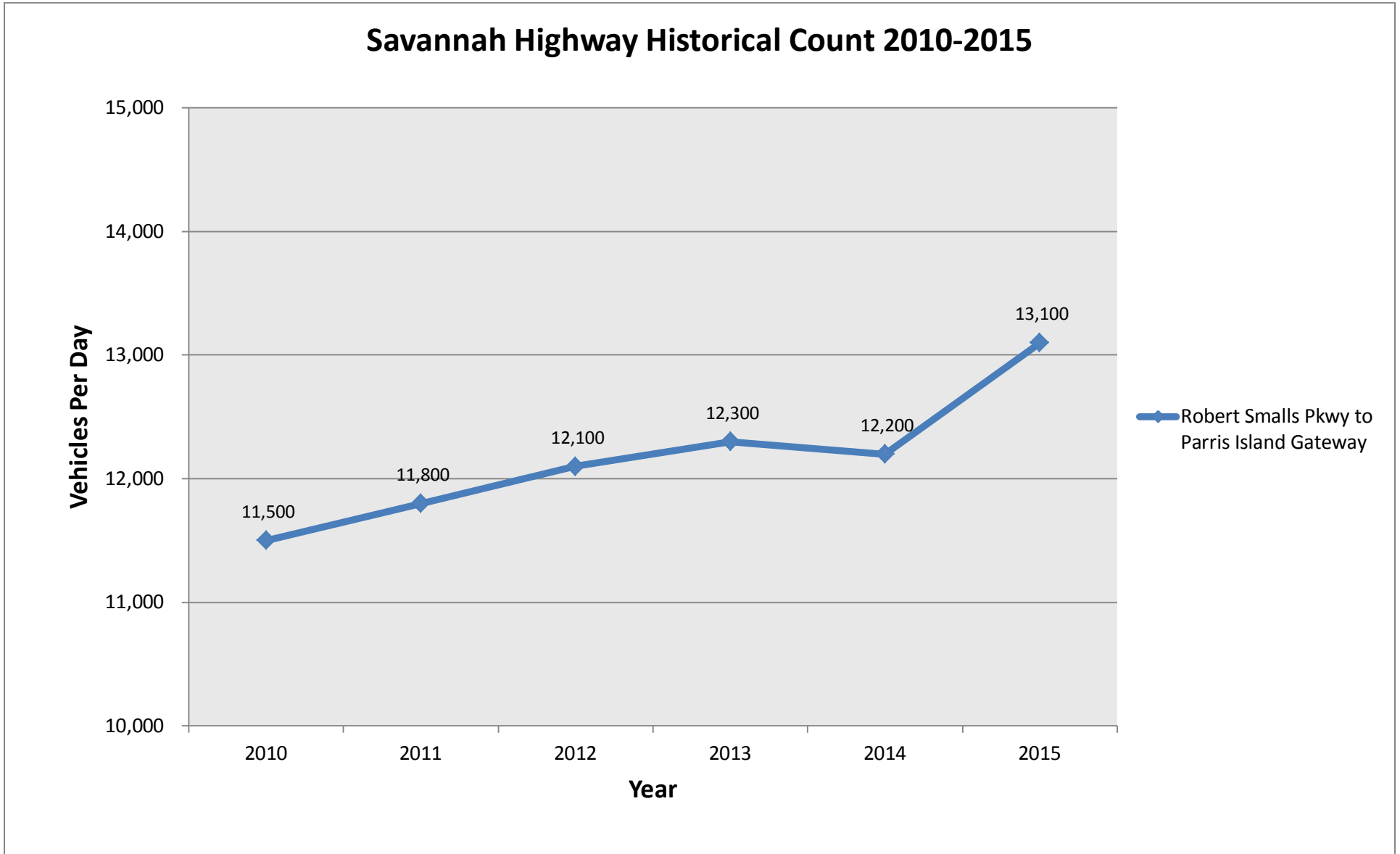
Table 14: Savannah Highway Volumes Comparison 2010 & 2015

Savannah Highway Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Robert Smalls Pkwy to Parris Island Gateway	11,500	13,100	14%

Source: South Carolina Department of Transportation

Figure 7 shows the historical count of traffic volume for Savannah Highway from 2010 to 2015. Overall, Savannah Highway has been increasing in traffic volume and has seen a slight drop in traffic volume in 2014. As of 2015, Savannah Highway has an increased traffic volume of 13,100 vehicles per day. In 2010, Savannah Highway had a traffic volume of about 11,500 vehicles per day.

Figure 7: Savannah Highway Historical Count 2010-2015



Source: South Carolina Department of Transportation

SEA ISLAND PARKWAY

Table 15 displays the AADT counts for Sea Island Parkway for 2010 to 2015. The overall trend for the historical counts is that the traffic volume decreases further towards the Fripp Island area. The Meridian Road to Lady's Island Drive segment as of 2015 has the highest traffic volume and Hunting Island State Park to Fripp Island has the lowest traffic volume of Sea Island Parkway. There is a significant decrease in traffic volume past Eddings Point Road.

Table 15: Sea Island Parkway Historical Count 2010-2015

Sea Island Parkway Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Meridian Rd to Lady's Island Dr	17,400	17,100	16,200	16,500	17,000	19,500
Lady's Island Dr to Chowan Creek Blf	18,300	17,900	16,700	17,000	17,000	17,800
Chowan Creek Blf to Dr Martin Luther King Jr Dr	15,100	15,100	14,200	14,600	13,100	14,900
Dr Martin Luther King Jr Dr to Eddings Point Rd	9,600	9,100	9,000	9,200	8,200	11,000
Eddings Point Rd to Coffin Point Rd	4,700	4,300	4,200	4,300	4,300	5,700
Coffin Point Rd to Hunting Island State Park	4,500	4,200	4,000	4,100	4,100	4,100
Hunting Isl State Park to Fripp Island	2,700	2,500	2,500	2,600	2,600	2,500

Source: South Carolina Department of Transportation

The table below displays the change in traffic volume for each segment of Sea Island Parkway from 2010 to 2015. The segment with the highest percent change is Eddings Point Road to Coffin Point Road with a 21 percent increase in traffic volume. The other two segments that experienced a significant increase in traffic volume are Meridian Road to Lady's Island Drive and Dr. Martin Luther King Jr. Drive to Eddings Point Road. The Coffin Point Road to Hunting Island State Park and Hunting Island State Park to Fripp Island segments has experienced a notable decrease in traffic volume since 2010.

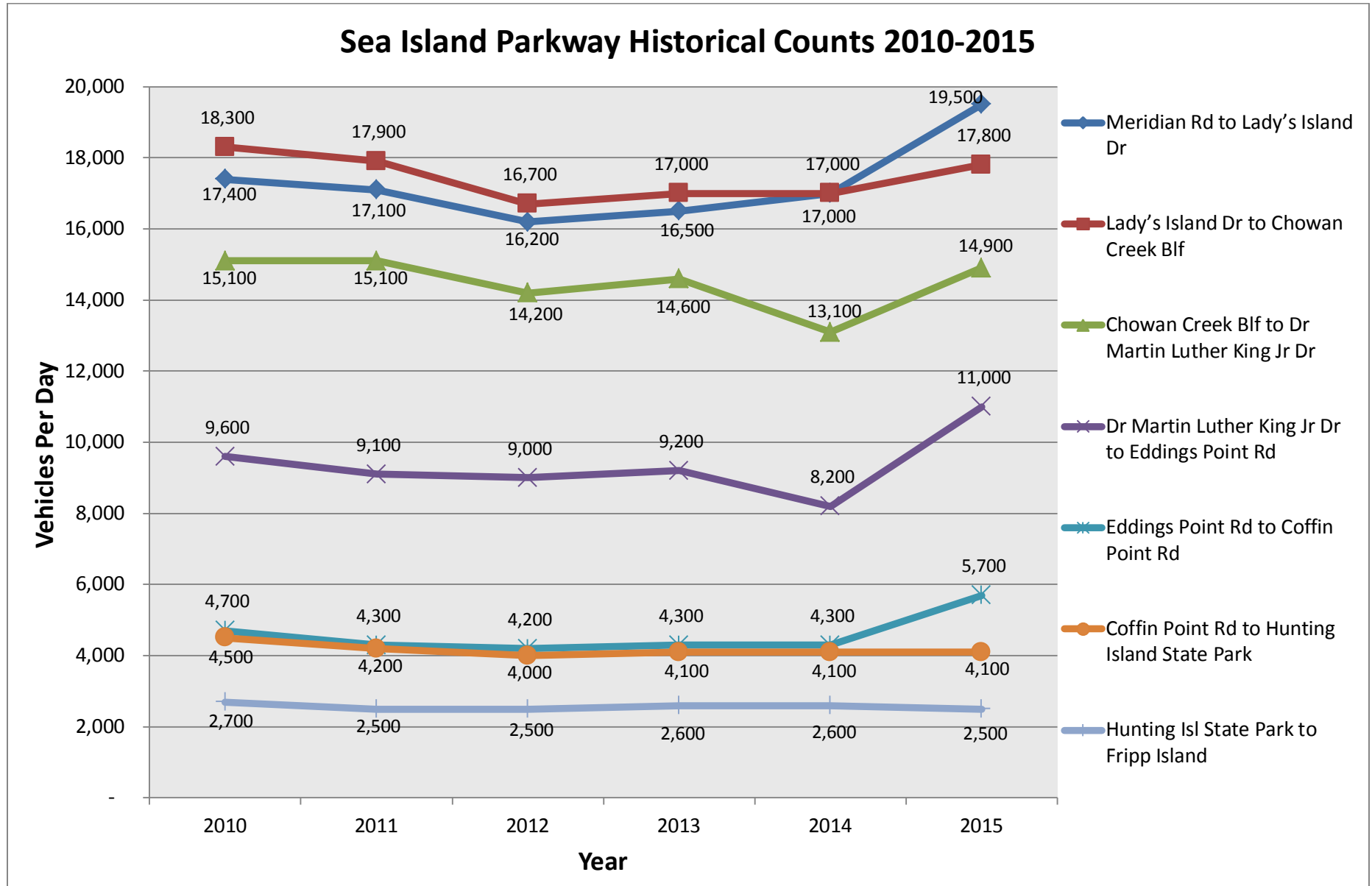
Table 16: Sea Island Parkway Volumes Comparison 2010 & 2015

Sea Island Parkway Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Meridian Rd to Lady's Island Dr	17,400	19,500	12%
Lady's Island Dr to Chowan Creek Blf	18,300	17,800	-3%
Chowan Creek Blf to Dr Martin Luther King Jr Dr	15,100	14,900	-1%
Dr Martin Luther King Jr Dr to Eddings Point Rd	9,600	11,000	15%
Eddings Point Rd to Coffin Point Rd	4,700	5,700	21%
Coffin Point Rd to Hunting Island State Park	4,500	4,100	-9%
Hunting Isl State Park to Fripp Island	2,700	2,500	-7%

Source: South Carolina Department of Transportation

Figure 8 illustrates the historical counts from 2010 to 2015 for Sea Island Parkway. The bottom three segments overall have had stagnant traffic volume change over the five-year time period except for Eddings Point Road to Coffin Point Road in 2015. The top four segments have increased significantly in traffic volume from 2014 to 2015.

Figure 8: Sea Island Parkway Historical Counts 2010-2015



Source: South Carolina Department of Transportation

TRASK PARKWAY

Table 17 shows the AADT counts for Trask Parkway from 2010 to 2015. The segment with the highest traffic volume of 2015 is Laurel Bay Road to Parris Island Gateway. The Castle Hall Road to Cotton Hall Road segment has the lowest traffic volume of Trask Parkway. There is a significant difference between the traffic volumes of the Castle Hall Road to Cotton Hall Road and Cotton Hall Road to Gardens Corner segment. There is another notable difference in traffic volumes between the Bruce K Smalls Drive to Laurel Bay Road and Laurel Bay Road to Parris Island Gateway segments.

Table 17: Trask Parkway Historical Counts 2010-2015

Trask Parkway Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Jasper Co. Line to Castle Hall Rd	9,300	8,500	8,200	8,400	8,400	8,600
Castle Hall Rd to Cotton Hall Rd	9,100	8,600	7,700	7,900	7,900	6,900
Cotton Hall Rd to Gardens Corner	14,300	14,300	14,300	14,700	14,700	13,000
Gardens Corner to Keans Neck Rd	12,800	12,500	12,700	12,900	13,100	13,700
Keans Neck Rd to Bruce K Smalls Dr	13,400	11,400	13,100	13,400	13,400	13,500
Bruce K Smalls Dr to Laurel Bay Rd	19,300	17,200	17,800	18,200	16,500	17,100
Laurel Bay Rd to Parris Island Gateway	29,400	29,400	29,400	30,100	27,200	29,000

Source: South Carolina Department of Transportation

The volume comparison table below shows the change in traffic volumes for Trask Parkway from 2010 to 2015. From 2010, the Castle Hall Road to Cotton Hall Road segment has had a significant decrease in traffic volume. The Bruce K Smalls Drive to Laurel Bay Road segment also experienced a notable decrease in traffic volume. Overall, there was not a significant increase in traffic volume for Trask Parkway.

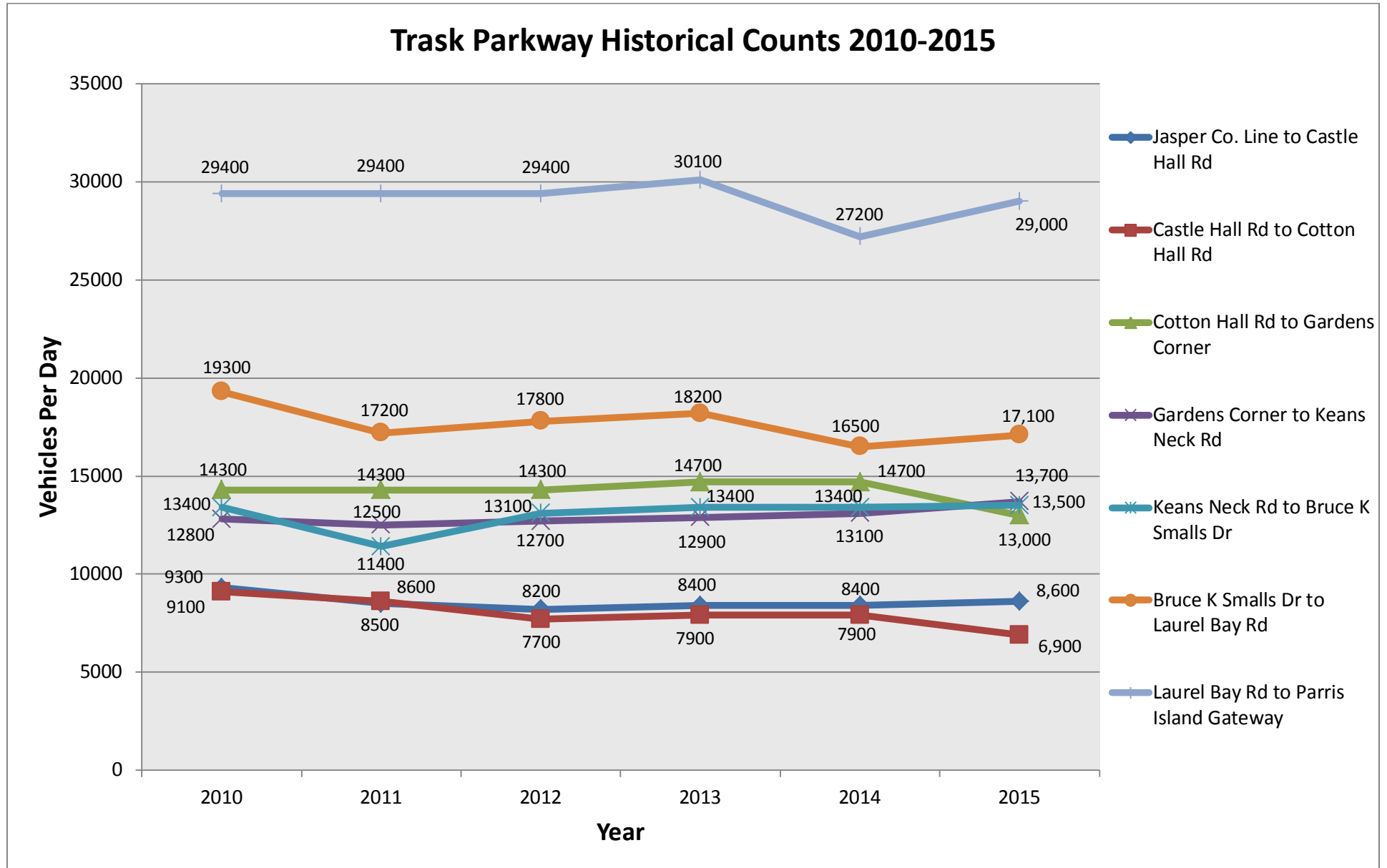
Table 18: Trask Parkway Volumes Comparison 2010 & 2015

Trask Parkway Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Jasper Co. Line to Castle Hall Rd	9,300	8,600	-8%
Castle Hall Rd to Cotton Hall Rd	9,100	6,900	-24%
Cotton Hall Rd to Gardens Corner	14,300	13,000	-9%
Gardens Corner to Keans Neck Rd	12,800	13,700	7%
Keans Neck Rd to Bruce K Smalls Dr	13,400	13,500	1%
Bruce K Smalls Dr to Laurel Bay Rd	19,300	17,100	-11%
Laurel Bay Rd to Parris Island Gateway	29,400	29,000	-1%

Source: South Carolina Department of Transportation

Figure 9 shows the Average Annual Daily Traffic Counts for Trask Parkway from 2010-2015. Most of the segments have not seen much change in traffic volume in the five-year time span. Their movement tends to stay relatively flat. The Laurel Bay Road to Parris Island Gateway segment follows the same movement but as of 2015 is currently recovering from a loss of traffic volume in 2014.

Figure 9: Trask Parkway Historical Counts 2010-2015



Source: South Carolina Department of Transportation

SOUTHERN BEAUFORT COUNTY

US 278

Table 19 below shows the AADT counts for US 278 from the years 2010 to 2015. Since 2010, there has been a decline in traffic volume along US 278 except for the volume of traffic crossing from the mainland to Hilton Head Island. As of 2015, the Fording Island Road Extension to Spanish Wells Road has the highest traffic volume. The segment with the lowest traffic volume as of 2015 is Jasper County Line to SC 170 segment.

Table 19: US 278 Historical Counts 2010-2015

US 278 Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Jasper Co. Line to SC 170	26,100	26,100	23,500	24,200	20,500	24,000
SC 170 to SC 46	32,900	32,900	32,900	33,700	29,100	27,900
SC 46 to Fording Island Rd Ext.	55,400	55,400	48,900	50,400	43,300	46,900
Fording Island Rd Ext. to Spanish Wells Rd	49,600	49,900	50,700	52,200	53,200	54,700
Spanish Wells Rd to Cross Island Pkwy	45,200	45,200	44,800	45,900	39,600	43,100

Source: South Carolina Department of Transportation

Table 20 compares the Average Annual Daily Traffic Counts between 2010 and 2015 for the five major segments of US 278. Overall there has been a decrease in the usage of US 278 since 2010. This may be attributed to the increased usage of Bluffton Parkway as an alternate route. Segments S.C. 170 to S.C. 46 and S.C. 46 to Fording Island Road Extension have both seen a 15 percent decrease in traffic volume since 2010. The only segment of US 278 that increased was Fording Island Road Extension to Spanish Wells Road with a 10 percent increase in traffic volume.

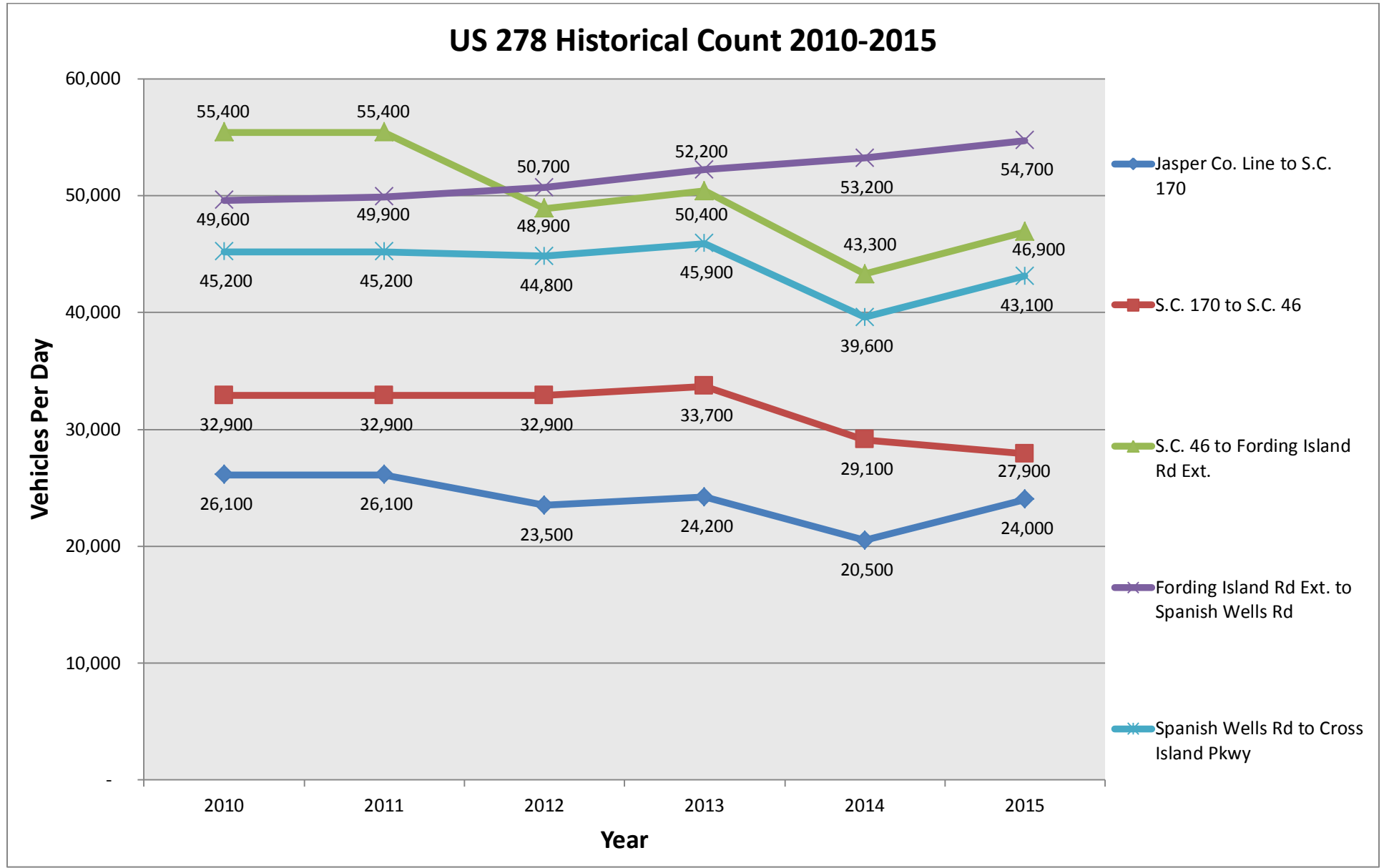
Table 20: US 278 Volumes Comparison 2010 and 2015

US 278 Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Jasper Co. Line to SC 170	26,100	24,000	-8%
SC 170 to SC 46	32,900	27,900	-15%
SC 46 to Fording Island Rd Ext.	55,400	46,900	-15%
Fording Island Rd Ext. to Spanish Wells Rd	49,600	54,700	10%
Spanish Wells Rd to Cross Island Pkwy	45,200	43,100	-5%

Source: South Carolina Department of Transportation

Figure 10 below shows a historical representation of Average Annual Daily Traffic Counts between 2010 and 2015. Currently, the segment of US 278 that has the highest Average Annual Daily Traffic Count is Fording Island Road Extension to Spanish Wells Road. This is because this segment is approximately where Bluffton Parkway ends as well as being the only access point to Hilton Head Island.

Figure 10: US 278 Historical Count 2010-2015



Source: South Carolina Department of Transportation

BLUFFTON PARKWAY

Table 21 shows the AADT counts for Bluffton Parkway from the years 2010 to 2015. Since 2010 there has been a significant increase in the usage of Bluffton Parkway. With the addition of two new segments of the parkway, the traffic volume on Bluffton Parkway has increased steadily over time. As of 2015, the Simmonsville Road to Bluffton Road segment has the highest traffic volume. Hilton Head National Drive to Buckingham Plantation Drive has the lowest traffic volume as of 2015.

Table 21: Bluffton Parkway Historical Counts 2010-2015

Bluffton Parkway Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
SC 170 to Buckwalter Pkwy	9,200	10,400	12,450	13,878	13,189	13,837
Buckwalter Pkwy to Buck Island Rd	16,850	17,700	20,550	21,064	16,189	20,229
Simmonsville Rd to Bluffton Rd	19,350	19,050	24,000	24,633	28,480	24,841
Bluffton Rd to Burnt Church Rd	10,000	10,050	16,700	18,587	20,473	21,026
Hilton Head National Dr to Buckingham Plantation. Dr			8,200	9,115	9,962	10,289
Burnt Church Rd to Malphrus Rd			13,400	15,290	16,368	16,785

Source: Beaufort County Traffic Engineering Data

Table 22 compares the Average Annual Daily Traffic Counts for 2010 and 2015 for the segments of Bluffton Parkway that were open in 2010. The table also compares the traffic volume change in 2012 for those segments that were not yet opened. The Bluffton Road to Burnt Church Road segment experienced a 110 percent increase in traffic volume. SC 170 to Buckwalter Parkways also experienced a significant increase of 50 percent. The Hilton Head National Drive to Buckingham Plantation Drive and Burnt Church Road to Malphrus Road segments have had an increase of 25 percent since they initially opened in 2012.

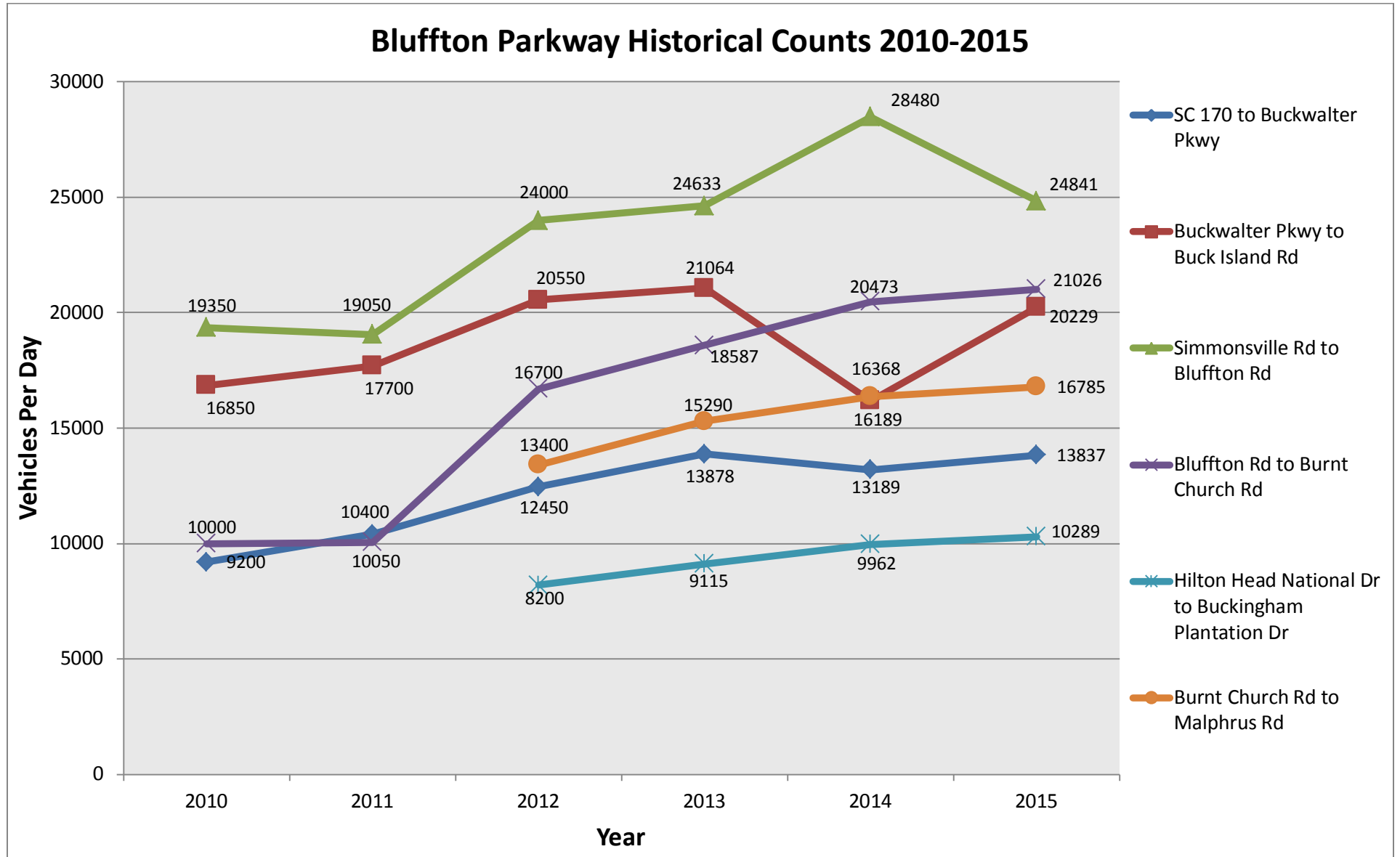
Table 22: Bluffton Parkway Volumes Comparison 2010, 2012, & 2015

Bluffton Parkway Volumes Comparison 2010, 2012, & 2015				
Location	2010	2012	2015	Percent Change
SC 170 and Buckwalter Parkway	9,200	-	13,837	50%
Buckwalter Parkway and Buck Island Road	16,850	-	20,229	20%
Simmonsville Road and Bluffton Road	19,350	-	24,841	28%
Bluffton Road and Burnt Church Road	10,000	-	21,026	110%
Hilton Head National Dr and Buckingham Plantation Dr	-	8,200	10,289	25%
Burnt Church Rd and Malphrus Road	-	13,400	16,785	25%

Source: Beaufort County Traffic Engineering Data

Figure 11 below shows an illustration of the historical counts of Bluffton Parkway since 2010. The Simmonsville Road to Bluffton Road segment has the highest traffic volume as of 2015. The Hilton Head National Drive to Buckingham Plantation Road segment current has the lowest traffic volume, however this could be attributed because it is the newest segment and is the current ending point of Bluffton Parkway. The graph also shows that Bluffton Road to Burnt Church Road has increased significantly in volume since 2010, jumping from 10,000 vehicles per day to approximately 20,000 in 2015. The Simmonsville Road to Bluffton Road segment experienced a decrease in traffic volume from 2014 to 2015.

Figure 11: Bluffton Parkway Traffic Volumes 2010-2015



Source: Beaufort County Traffic Engineering Data

US 278 AND BLUFFTON PARKWAY COMPARISONS

SC 170 TO BUCKWALTER PARKWAY ROAD SEGMENTS

Table 23 is a comparison of the traffic volume of US 278 and Bluffton Parkway between SC 170 to Buckwalter Parkway. As expected, US 278 has experienced a decrease in traffic volume from 2010 to 2015 of 15 percent. Meanwhile, Bluffton Parkway has experienced an increase in traffic volume during the same time period of 50 percent. This increase shows that the construction of Bluffton Parkway has helped to reduce traffic congestion along US 278.

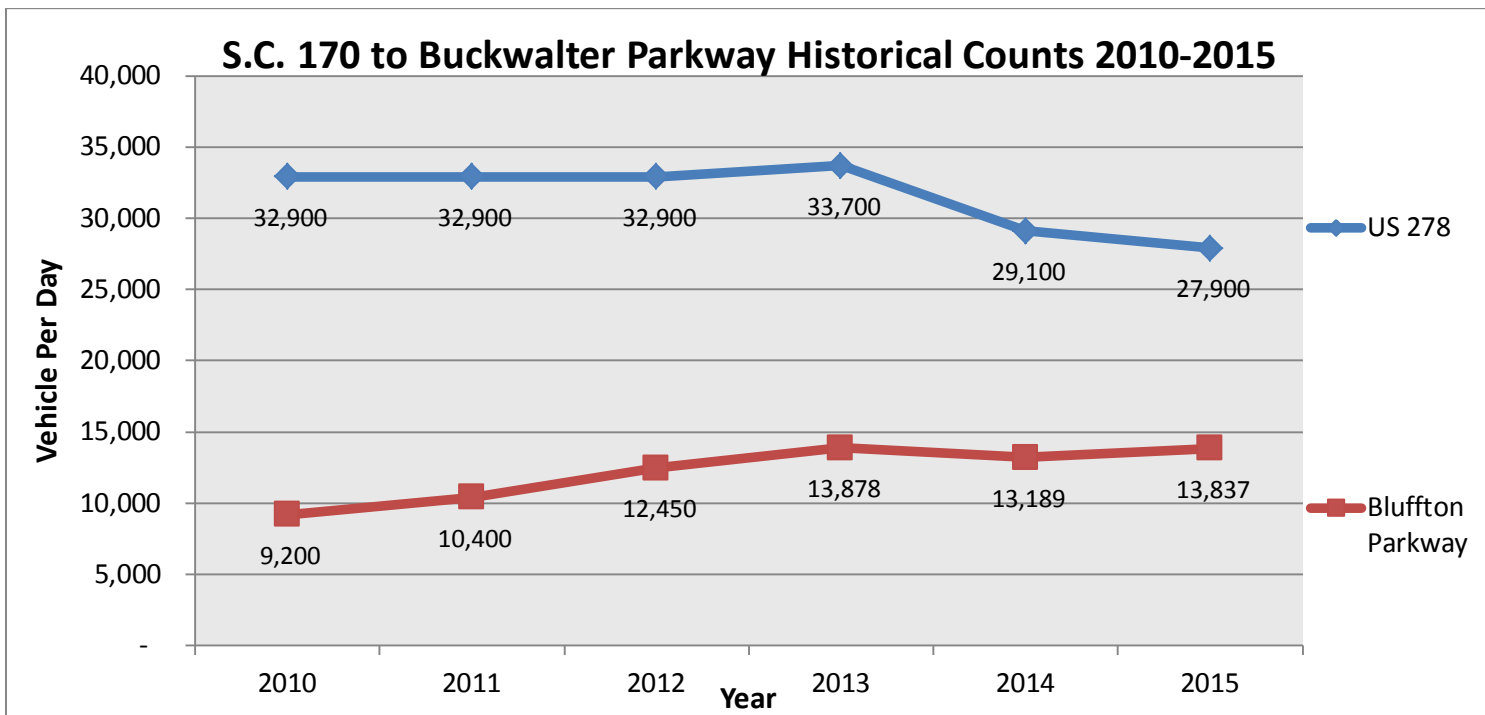
Table 23: SC 170 to Buckwalter Parkway Historical Counts & Comparison 2010-2015

SC 170 to Buckwalter Parkway Historical Counts & Comparison 2010-2015							
Location	2010	2011	2012	2013	2014	2015	Percent Change
US 278	32,900	32,900	32,900	33,700	29,100	27,900	-15%
Bluffton Parkway	9,200	10,400	12,450	13,878	13,189	13,837	50%

Source: South Carolina Department of Transportation & Beaufort County Traffic Engineering Data

Figure 12 illustrates the historical counts of US 278 and Bluffton Parkway between SC 170 to Buckwalter Parkway. US 278 still has the highest traffic volume, but in 2014 has started a steady drop in traffic. Bluffton Parkway at the same time has steadily been increasing in traffic volume. It cannot be expected that US 278 will continue to drop in traffic volume while Bluffton Parkway will continue to increase in the coming years. At some future time, growth in the greater Bluffton area will result in traffic increases on both highways once equilibrium has been reached.

Figure 12: SC 170 to Buckwalter Parkway Historical Counts 2010-2015



Source: South Carolina Department of Transportation & Beaufort County Traffic Engineering Data

BURNT CHURCH ROAD TO MALPHRUS ROAD SEGMENTS

Table 24 is a comparison of the traffic volume between US 278 and Bluffton Parkway for the Burnt Church Road to Malphrus Road segment. This segment of Bluffton Parkway opened in 2012, so it is expected that traffic volume will increase over time. The percent change for US 278 was calculated using the Average Annual Daily Traffic Counts for 2010 and 2015 whereas Bluffton Parkway’s used 2012 and 2015. From 2010 to 2015, US 278 experienced a decrease in traffic volume of 15 percent (3% annually). In the three year period this section of Bluffton Parkway was opened, it experienced an increase of 25 percent (8% annually) in traffic volume.

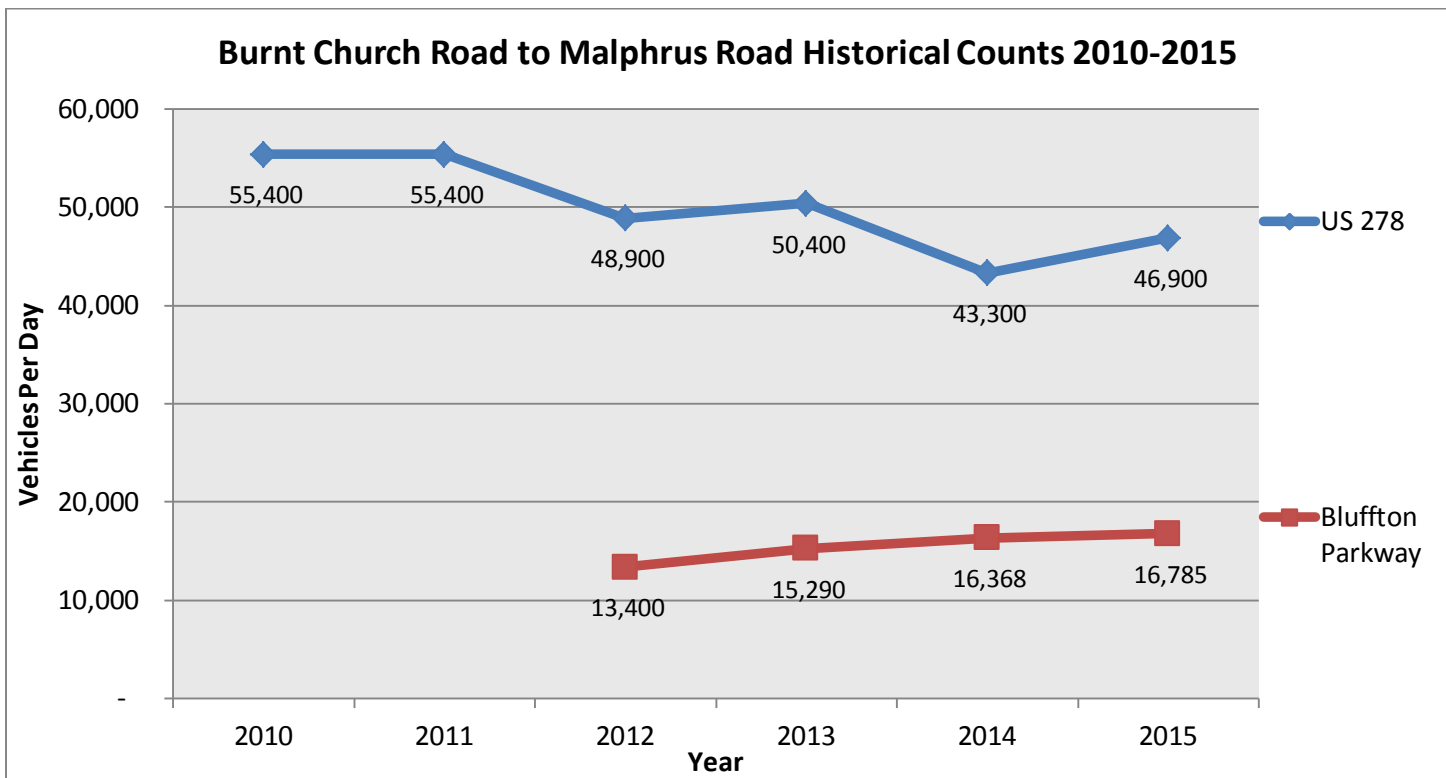
Table 24: Burnt Church Road to Malphrus Road Historical Counts & Comparison 2010, 2012 & 2015

Burnt Church Road to Malphrus Road Historical Counts & Comparison 2010, 2012, & 2015							
Location	2010	2011	2012	2013	2014	2015	Percent Change
US 278	55,400	55,400	48,900	50,400	43,300	46,900	-15%
Bluffton Parkway			13,400	15,290	16,368	16,785	25%

Source: South Carolina Department of Transportation & Beaufort County Traffic Engineering Data

Figure 13 illustrates the Average Annual Daily Traffic Counts for the Burnt Church Road to Malphrus Road sections of US 278 and Bluffton Parkway between 2010 and 2015. This segment of US 278 section has been steadily decreasing in recent years. At the same time, Bluffton Parkway has been steadily increasing. It cannot be expected that US 278 will continue to decrease in traffic volume as Bluffton Parkway increases in traffic volume. Eventually US 278 volumes will begin to increase again.

Figure 13: Burnt Church Road to Malphrus Road Historical Count 2010-2015



Source: South Carolina Department of Transportation & Beaufort County Traffic Engineering Data

BUCKWALTER PARKWAY

Table 25 shows the AADT counts for Buckwalter Parkway. As of 2015, the segment of Buckwalter Parkway with the highest traffic volume is Buckwalter Towne Boulevard to Hampton Hall. This is where Buckwalter Parkway and Bluffton Parkway converge. The Hampton Hall to SC 46 segment has lower traffic volumes as of 2015.

Table 25: Buckwalter Parkway Historical Counts 2010-2015

Buckwalter Parkway Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
US 278 to Bluffton Parkway	10,608	11,015	11,006	11,781	13,221	13,846
Buckwalter Towne Blvd to Hampton Hall	16,007	17,529	20,471	22,169	16,189	21,825
Hampton Hall to SC 46	7,647	8,005	8,773	9,120	9,538	9,350

Source: Beaufort County Traffic Engineering Data

Table 26 shows the growth in traffic volume since 2010. All segments of Buckwalter Parkway have experienced an increase in traffic volume, with the Buckwalter Towne Boulevard to Hampton Hall segment having the most growth.

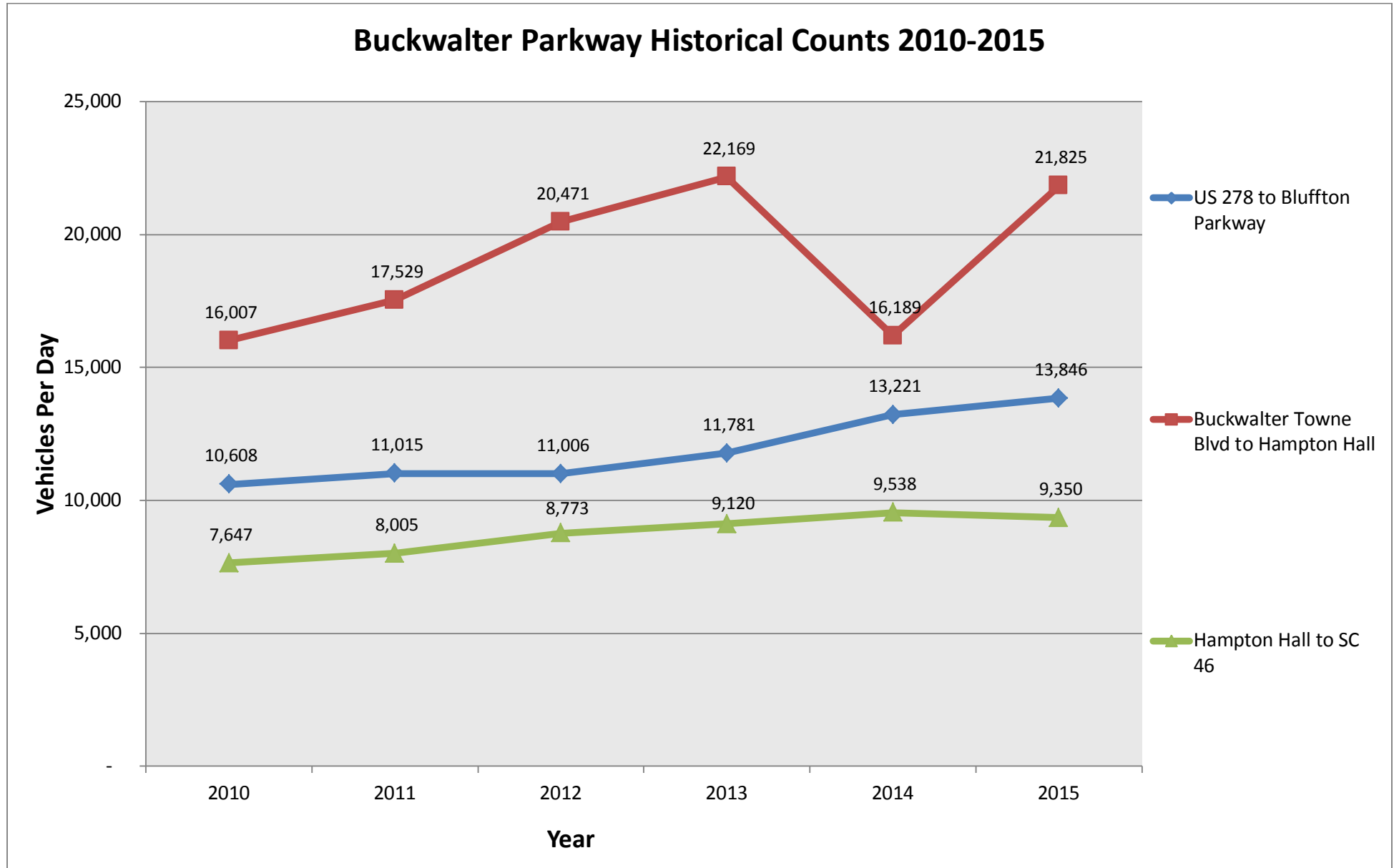
Table 26: Buckwalter Parkway Volumes Comparison 2010 & 2015

Buckwalter Parkway Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
US 278 to Bluffton Parkway	10,608	13,846	31%
Buckwalter Towne Blvd to Hampton Hall	16,007	21,825	36%
Hampton Hall to SC 46	7,647	9,350	22%

Source: Beaufort County Traffic Engineering Data

Figure 14 is a representation of the historical counts of each section of Buckwalter Parkway since 2010. As noted earlier, the Buckwalter Towne Boulevard to Hampton Hall segment currently has the highest traffic volume. This segment experienced a sharp decrease in traffic volume like many other corridors in the county in 2014. The US 278 to Bluffton Parkway and Hampton Hall to SC 46 segments have been steadily increasing in volume since 2010.

Figure 14: Buckwalter Parkway Historical Count 2010-2015



Source: Beaufort County Traffic Engineering Data

SC 170

Table 27 shows the AADT counts for SC 170 from 2010 to 2015. As of 2015, the segment with the highest traffic volume is US 278 to SC 462. The segment with the lowest traffic volume is SC 46 to US 278. As this segment was recently widened in 2015, volumes are expected to increase in the next several years with the continued residential and commercial growth along the corridor.

Table 27: SC 170 Historical Counts 2010-2015

SC 170 Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
SC 46 to US 278	10,600	11,400	11,400	11,600	10,500	10,500
US 278 to SC 462	23,300	23,300	24,300	25,800	27,700	29,200
SC 462 to Old Baileys Rd	21,500	21,500	18,100	18,600	15,500	22,400
Old Baileys Rd to Broad River Blvd	21,300	21,000	21,500	22,000	23,200	25,000

Source: South Carolina Department of Transportation

Table 28 shows the change in volume of the SC 170 segments from 2010 to 2015. US 278 to SC 462 has had a significant increase in volume. S.C 46 to U.S. 278 experienced a slight decrease in volume since 2010. As a whole, most segments of SC 170 have increased in traffic volume since 2010.

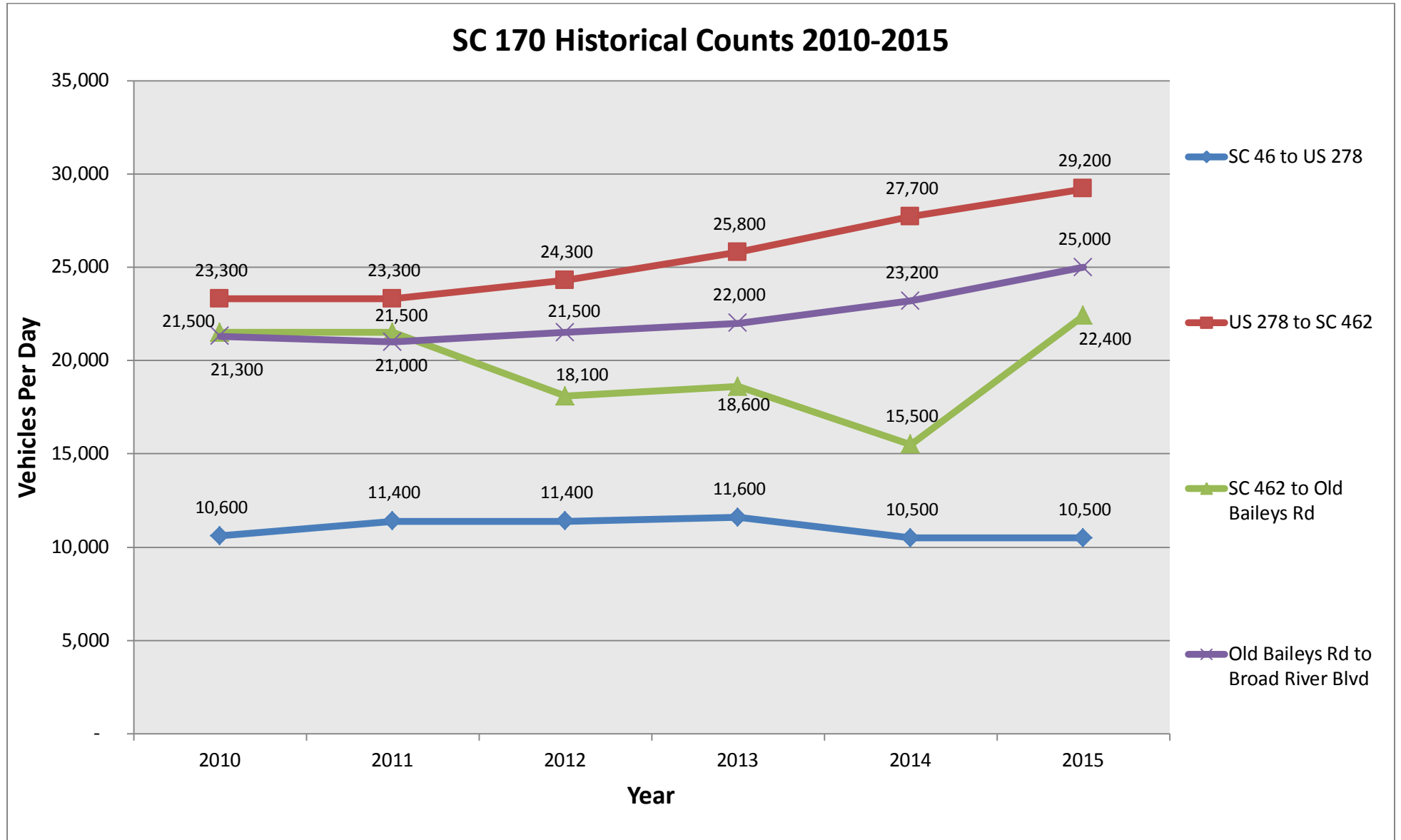
Table 28: SC 170 Volumes Comparison 2010 & 2015

SC 170 Volumes Comparison 2010 & 2015			
Location	2010	2015	Percent Change
SC 46 to US 278	10,600	10,500	-1%
US 278 to SC 462	23,300	29,200	25%
SC 462 to Old Baileys Rd	21,500	22,400	4%
Old Baileys Rd to Broad River Blvd	21,300	25,000	17%

Source: South Carolina Department of Transportation

Figure 15 is a representation of the Annual Average Daily Traffic Counts since 2010 for SC 170. The graph shows a slight increase in volume of US 278 to SC 462 over time. SC 462 to Old Baileys Road had a sharp increase in volume from 2014 to 2015. The SC 462 to Old Baileys Road segment has had a lot of traffic volume change since 2010 as opposed to the other segment’s more steady increases in volume.

Figure 15: SC 170 Traffic Volumes 2010-2015



Source: South Carolina Department of Transportation

SC 46

Table 29 shows the AADT count for SC 46 from 2010 to 2015. In 2015, the Jasper County Line to SC 170 segment had the highest traffic volume of SC 46. The SC 170 to Buck Island Road segment overall has the lowest traffic volume of the road.

Table 29: SC 46 Historical Count 2010-2015

SC 46 Historical Counts 2010-2015						
Location	2010	2011	2012	2013	2014	2015
Jasper Co. Line to SC 170	11,100	11,200	12,900	13,100	11,800	14,100
SC 170 to Buck Island Rd	8,800	8,800	8,300	8,500	8,500	10,900
Buck Island Rd to Bruin Rd	10,400	10,500	9,900	10,100	9,200	8,500
Bruin Rd to US 278	11,600	10,800	10,800	11,000	9,900	13,500

Source: South Carolina Department of Transportation

Table 30 compares the 2010 and 2015 traffic volumes of SC 46. The Jasper County Line to SC 170 and SC 170 to Buck Island Road segments have experienced significant growth over 20 percent. The Bruin Road to US 278 segment has also had increased growth since 2010. However, the Buck Island Road to Bruin Road segment had a substantial traffic volume decrease of 18 percent. This decrease may be the result of the recently completed streetscape project on May River Road which was under construction for a period of time.

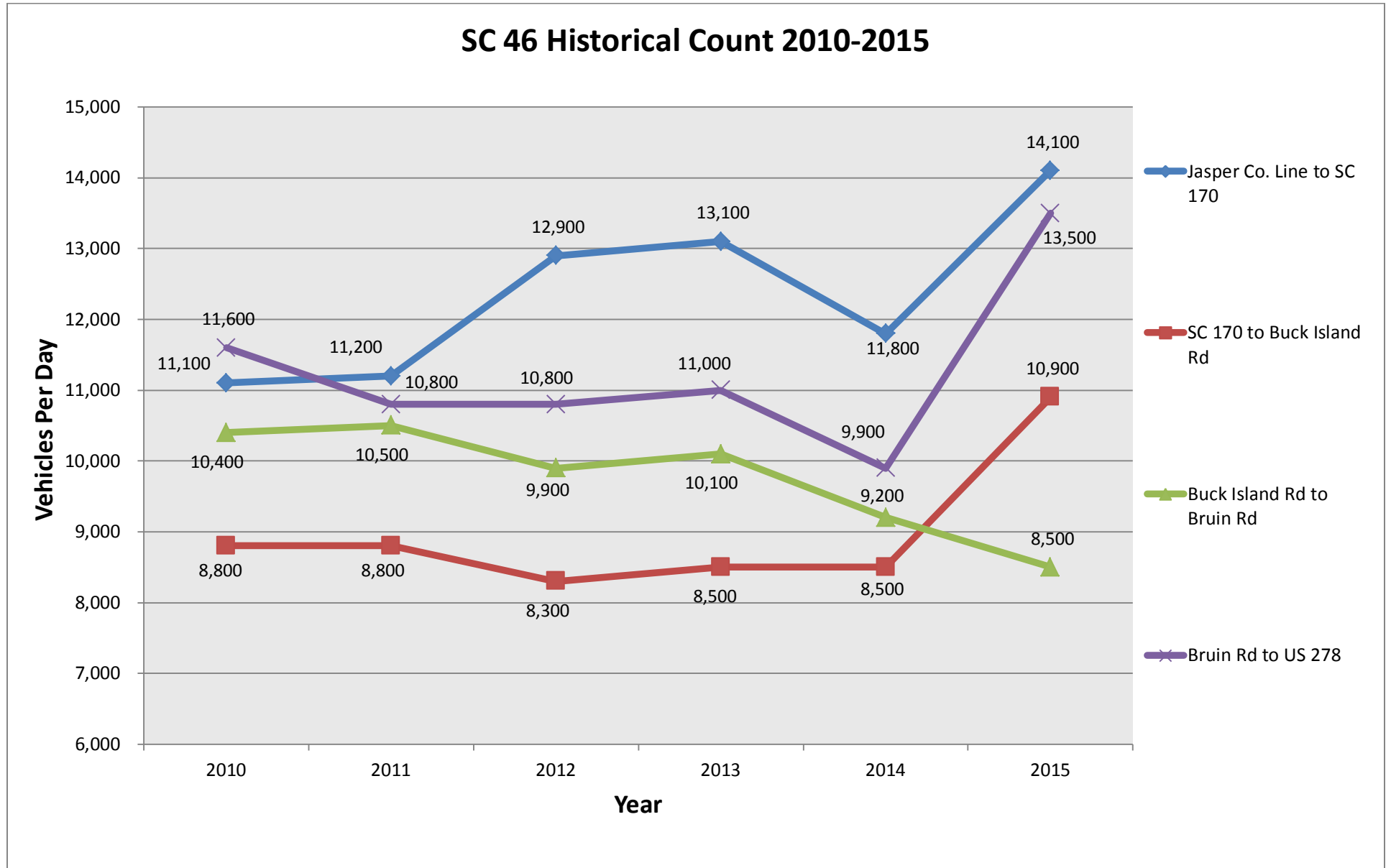
Table 30: SC 46 Volumes Comparison 2010 & 2015

SC 46 Volume Comparison 2010 & 2015			
Location	2010	2015	Percent Change
Jasper Co. Line to SC 170	11,100	14,100	27%
SC 170 to Buck Island Rd	8,800	10,900	24%
Buck Island Rd to Bruin Rd	10,400	8,500	-18%
Bruin Rd to US 278	11,600	13,500	16%

Source: South Carolina Department of Transportation

Figure 16 represents the Average Annual Daily Traffic Count for SC 46 from 2010 to 2015. The Jasper County Line to SC 170 segment, which has the highest traffic volumes, has increased over time. This segment was affected by lower traffic volumes like many roads in Beaufort County in 2014. It spiked to a higher volume in 2015. Since 2011, the Buck Island Road to Bruin Road segment volume has been decreasing. This may be because of the increased use of Bluffton Parkway to move from one end of Bluffton to the other.

Figure 16: SC 46 Historical Count 2010-2015



Source: South Carolina Department of Transportation

CONCLUSION

Overall, traffic volumes were low Countywide and Statewide during 2014. However, for most roads, there has been a sharp increase in traffic volumes in 2015. Some roads were not affected at all by this anomaly and many have even increased in traffic volume after that point. Low volume data anomalies may occur for varied reasons. There may have been an accident near the collection location when the data was collected, weather may have affected traffic, economic reasons or any other number of reasons.

NORTHERN BEAUFORT COUNTY SUMMARY

Boundary Street, Parris Island Gateway, and Trask Parkway did not experience much growth or decline in traffic volumes. These segments overall did not appear to be affected by the low traffic anomaly in 2014 and have had the same relative traffic volumes for several years.

Carteret Street, Ribaut Road, and Sam's Point Road have segments where the traffic volumes are different, but the movement year after year is mostly identical. If one year traffic volumes increase, then it happens for each segment. If it decreases, then they all decrease. These had an increased traffic volume in 2015.

Robert Smalls Parkway, Savannah Highway, and Sea Island Parkway overall had flat or steadily increasing traffic volume movement. They all increased in traffic volume in 2015 with increases at a higher rate than in previous years.

SOUTHERN BEAUFORT COUNTY SUMMARY

US 278 overall has experienced decreases in traffic volumes over the last few years. There was a slight increase in 2015 after the anomaly in 2014, but has not recovered from its previous traffic volumes in 2010.

Bluffton Parkway is experiencing traffic volumes that are increasing over time. It was not affected by the low traffic anomaly in 2014. There are some segments that have seen higher traffic volume increases from year-to-year.

Buckwalter Parkway has segments closer to residential areas that are steadily increasing in traffic volume over time. The segment that is between the two Bluffton Parkway intersections is experiencing more volatile traffic volume changes. This segment did decrease significantly in 2014 and has since spiked back up in 2015.

SC 170 segments have been steadily increasing over time, even though some segments indicated a decrease in 2014.

SC 46 had more growth and decline in traffic volumes. Overall, traffic volumes are increasing after the decline in 2014.